

# bulletin

Virginia Department of Transportation Employee Newsletter

VOLUME 71, No. 4



## Keep moving forward...

*To the women and men of VDOT:*

In this first communication to you in the Bulletin, I'm using the theme "Keep moving forward!"--the same theme former Commissioner Philip Shucet used in his last column here. "Forward" is the only direction to go. I'm committed to it, and I ask you to continue your commitment to our forward momentum--and always with integrity.

We accomplished much in fiscal year 2005, and we can be proud. Let me remind you of a few of our accomplishments. During the year we:

*Greg Whirley*

- Established and surpassed on-time goals for construction and maintenance projects, although our budget performance improved but fell short of the established goals. This is a significant improvement over past performance;
- Launched a second generation Dashboard. This enhanced version of the Dashboard expands our focus for performance improvement beyond engineering and construction to all core business areas, including road maintenance, plans, studies, safety, finances, operations, and environmental compliance; and
- Focused on systems operations by dedicating resources and developing a plan of operation that recognizes the increased importance of maintaining our transportation facilities. The Asset Management System is a product of this effort. This system, through a rigorous modeling technique, provided information to quantify the funding we need to maintain our highways and bridges and to develop a budget for FY2006.

These accomplishments were possible only because of your knowledge and expertise, and most importantly, your dedication to our goals.

Now, we are in a new fiscal year of challenges. I'm asking everyone on the VDOT team to focus on three key principles.

First, let's look for even greater accountability in all facets of our business.

Second, let's run VDOT with good business fundamentals. That means following established policies, monitoring our work, asking the right questions, using good judgment and making timely decisions.

Third, let's remember we are here to serve the citizens of the Commonwealth of Virginia and those who travel our roads. Customer service is key.

Above all, let's keep in mind the common thread through these principles: INTEGRITY. Integrity will lead us. Integrity will drive us. Integrity will keep us on the right course.

**Greg Whirley, Commissioner**

## News Briefs

### More projects completed on time and on budget

VDOT completed 75 percent of its construction contracts on time and 78 percent within budget for fiscal year 2005. That compares to 27 percent on-time and 65 percent within-budget performance two years ago.

"We've seen a steady turnaround in our performance by setting clear goals and coming together as an agency to meet them," said Acting Commissioner Greg Whirley. "While we have made tremendous progress, it is important that additional work be done to increase accountability and improve business operations."

Also FY05, which closed June 30, VDOT completed 74 percent of its maintenance contracts on time and 80 percent within budget. In 2003, only 38 percent of maintenance budgets were finished on time. See the full report:

<http://www.virginiadot.org/infoservice/resources/2005JULYQuarterlyReportLR.pdf>

### Virginia Capital Trail moving toward construction

Gov. Mark Warner broke ground July 12 on the first phase of the Virginia Capital Trail, a 54-mile cycling and pedestrian trail connecting Williamsburg, Jamestown, and Richmond along the scenic Route 5 corridor.

This is the first major project to come to construction under the governor's policy to promote walking and bicycling facilities across the Commonwealth. The completed trail will provide access to scenic, natural, and cultural landscapes, historic buildings, archaeological sites, and recreational areas along Route 5.

### CTB approves 'realistic' Six-Year Improvement Program

The Commonwealth Transportation Board (CTB) has adopted a Six-Year Improvement Program for fiscal years 2006-2011. The program allocates \$7 billion to highway construction projects and other transportation improvements managed by VDOT, \$1.5 billion to rail and public transportation projects statewide and \$900 million planned for the Dulles Corridor Metrorail Project.

The six-year program includes 2,029 VDOT projects, including 103 new ones. It also has \$543 million for public transportation and rail in FY06.

### Budget increase is \$987 million

The Commonwealth Transportation Board has approved the final transportation budget for FY06 beginning July 1.

It allocates \$4.1 billion for all transportation costs, including maintenance and construction of Virginia's highway system, operations and administration, debt payments and support to ports, aviation and public transportation.

After maintenance, debt and other priorities are funded from the budget, remaining revenues go to construction projects in the six-year program. The budget is a \$987 million increase from the \$3.1 billion in fiscal year 2005. This increase reflects additional revenues provided by the transportation package passed during the 2005 General Assembly session.

### Expanded 'Dashboard' is new leap toward open government

VDOT recently took open government to a new level with an expanded version of its "Dashboard." The online reporting system was introduced in 2003 and provided citizens instant access to the status and progress of construction projects across the state. Beginning June 28, the Dashboard has been enlarged to show the latest performance of VDOT's other core business areas, including:



Photo by Tom Saunders  
*Breaking ground for the first phase of the new trail are (from left) Whitt Clement, former secretary of transportation; Jim Carr, assistant secretary of transportation; Caren Schumacher, executive director, Williamsburg Land Conservancy; Gov. Warner; Del. Riley Ingram; Del. Bill Barlow; Michael Brown, chairman, Virginia Capital Trail Foundation; Sen. Tommy Norment; and Jay Paul, incoming chairman, Virginia Capital Trail Foundation.*

- Construction - on-time and on-budget performance with projects under construction and completed projects;
- Maintenance - repaving projects, bridge repairs and bridge conditions;
- Engineering - studies, projects in the design phase and others that are ready to award for construction;
- Finances - VDOT's spending and revenues;
- Safety - crashes and fatalities on Virginia's roadways;
- Operations - current view of road construction, incidents and road conditions, including traffic cameras; and
- Environment - VDOT's performance with environmental compliance on projects.

For details, see: <http://dashboard.virginiadot.org/>

## ***Lights, signals, signs, markings--safety!***

# **VDOT practices increase visibility of traffic control devices; more initiatives planned**

VDOT works hard at making motorists safe in Virginia. Four areas getting focused attention are signs, signals, roadway lighting and pavement markings. The department often exceeds national standards for making these driving aids effective, and VDOT employees continue to look for improved aids, especially for a population of aging drivers.

"Best Practices" presents a quick look at some of VDOT's current practices in providing traffic control and safety devices with high visibility. Then, read on to get an overview of some new techniques and materials on the horizon.

## ***Current practices:***



### *Traffic Signals*

VDOT typically uses extra signal clusters for additional through-lanes, even though national standards allow for just two clusters. VDOT also uses 12-inch traffic signal lenses when national standards allow for eight-inch lenses in certain applications. Black back-plates surround the signal cluster to give added definition against a lighted sky



### *Traffic Signs*

VDOT increasingly uses advanced ground-mounted street name signs at signalized intersections as well as overhead street name signs at critical intersections. VDOT also uses the more visible fluorescent sign sheeting in work zones and for pedestrian, school and bicycle signs.



### *Pavement Markings*

The department uses highly "retroreflective" marking material on limited access highways and certain other routes. The markings are expensive but they provide better durability as well as reflectivity.

On the other end of the traffic spectrum, VDOT places markings on roads having lower traffic volumes than national standards require, including rural routes having as few as 500 vehicles per day. If the pavement is narrow, the road might have only a centerline.



### *Roadway Lighting*

Lighting in congested areas, such as complex or closely spaced interchanges, aids nighttime visibility. In addition, lighting at certain intersections illuminates crossings for pedestrians.

## ***Initiatives:***



### ***Wider Pavement Markings***

One of the initiatives is to increase the width of certain pavement markings from four inches to six. A six-inch marking is shown here.



### ***Horizontal Signs***

Horizontal signs or pavement markings are being tested for additional guidance for motorists.



### ***Clearview***

Another initiative under consideration is use of signs featuring a new lettering font with higher readability known as "Clearview," which is used in the I-94 east sign above.

There are other initiatives, including use of glass curb-markers to delineate medians at certain locations and application of "wet reflective" markings in work zones because they offer more visible guidance on wet roadways in low-light conditions. So stay tuned for safety.

## ***All in the Family Bristol District***

District Office: Employees who recently passed the professional engineer (PE) exam are Marty Halloway and Gary Earp, Tazewell Residency; Ernie Blankenship, Location and Design (L&D) Section; and Bill Lester, Materials Section. Also Robert Leonard, L&D, passed his engineer-in-training exam, and Robert Ratliff, L&D, passed his licensed surveyor-in-training exam.

Tim Cregger has been promoted to architect-engineer I and will monitor the Virginia Maintenance Service interstate contract work in the district. Formerly he was superintendent at the Ft. Chiswell AHQ. Welcome to Belinda Lewis on her promotion to inventory analyst in the Administrative Services Section. She comes to the district office from the North Bristol AHQ, where she worked as a fiscal assistant. Congratulations to Chad McMurray, area construction engineer, and his wife, Tina, on the June 13 birth of their son, Carson Ryan.

Wise Residency: Employees recently promoted include: Jackie Christian, to assistant residency administrator; Harmon Kilgore to maintenance manager; and Ron Flanary to construction manager. Also James Yates, Fremont Equipment Shop, and Harold Akens, Wise Equipment Shop, were promoted to equipment service and repair managers I.

Jonesville, Lebanon and Abingdon residencies: Recently promoted to leader of prison inmate crews were Curtis Culbertson, Nicklesville AHQ, Jonesville; Steven Conley, Oakwood AHQ, Lebanon; and Ferlin Childress, North Bristol AHQ, Abingdon.

Tazewell Residency: Welcome back to Mark Vandyke, Claypool Hill AHQ, upon his return to VDOT from active military duty in Iraq.

## ***Culpeper District***

District Office: David Pearce has been promoted to district structures and bridge engineer from assistant bridge engineer. John Giometti is in a new position as district planning and land development manager, a promotion from location and design engineer. Greg Krystyniak, location and design engineer, merits congratulations upon passing the PE exam.



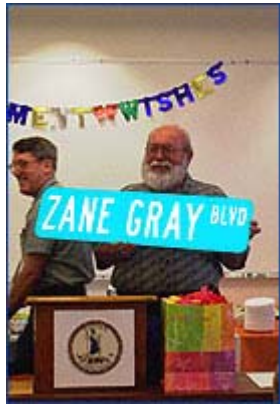
Charlottesville Residency: Billy Mayo, acting transportation operations manager for the residency, has been chosen to fill that position permanently. Mayo has worked for VDOT for 16 years, including 11 years within the residency. Congratulations to Assistant Resident Engineer Teresa Butler and her husband, Paul, on the birth of a daughter, Morgan Alexandra, born June 21.

Louisa Residency: Congratulations to Transportation Operations Manager Jamie Glass on his promotion to assistant residency administrator. Congratulations to Stephen R. Hopkins, transportation operator II at Louisa Area Headquarters, and his wife, Jelita, on the birth of a son, Brady Marshall, on June 22.

### ***Fredericksburg District***

Bowling Green Residency: Frankie Gouldin, supervisor at Farmers AHQ, has been promoted to superintendent at the Ladysmith AHQ. Construction inspector Danny Wright has been promoted to construction inspector sr.

Fredericksburg Residency: Congratulations to Nadine Spooner on her promotion to administrative office specialist III.



*Zane Gray*

### ***Hampton Roads District*** **Zane Gray retires; was VDOT's senior employee**

Zane Gray, a project engineer in Norfolk Residency, retired June 30 after 54 years of service with the department. He worked on 101 projects in Hampton Roads during 35 years in the region. During his career he was never involved in a workplace accident.

Gray began with the department in 1951 as a timekeeper in Bristol District after serving in the Navy. His starting pay was 65 cents per hour. Gray remembers:

"A lot of people juggled a lot of different tasks. I basically did anything that needed to be done. From my timekeeper position, I worked along with the residency clerk and residency mechanic, drove trucks, and pushed snow."

He became a construction inspector in 1959, and after 18 years in Bristol District, he attended an asphalt paving school in Richmond. That school, he says, prepared him for a job as project engineer in Norfolk Residency.

Gray credits the camaraderie and the family atmosphere at VDOT for his long tenure: "VDOT is a great place to work because everybody works together as a team."

District Office: Mark E. Cacamis has been named construction engineer for the district. Cacamis, who has been an area manager for a New Orleans-based firm, will oversee the district's \$400 million construction program. He succeeds David Nester, acting district construction engineer, who will return to his job as quality control engineer for the Scheduling and Contract Division in Central Office. Congratulations to Sandy Shortridge, Public Affairs Office, and husband, Scott, on the birth of their second child, Grace Isabell.

Sean Weingartner was promoted from right of way agent specialist sr. to utilities manager. Bruce Duvall has moved from the Location and Design Section, where he was project manager, to a new job as assistant urban programs manager in the Urban Section. Also, Gloria Mangum was promoted to right of way agent specialist from right of way agent. Molly Nelms transferred from Williamsburg Residency, where she was contract administrator, to the district Right of Way Section, where she is now right of way agent specialist.

Monitor Merrimac Memorial Bridge Tunnel: Mark Rogers, electrical-mechanical shop, was named MMBT "Employee of the Quarter." Raynard Wood was promoted from electrician senior to electrician supervisor. Mary Gaddy, executive secretary, is celebrating the birth of her fourth grandchild, Katie Lynn Wise.



### ***Four VDOTers Place at National Rodeo***

Four winners of VDOT's statewide skills competition made their mark in the recent National Rodeo competition in Toledo, Ohio. They are (left to right) David Brightwell, Lynchburg District; Lester Wilson, Williamsburg Residency; Mike Moss, Bowling Green Residency; and Kent Shelton, Chatham Residency. In the national event, Wilson took second place and Moss took seventh place in the single-axle truck competition. Brightwell took eighth place in the loader competition, and Shelton placed seventeenth in the backhoe competition, which employed joystick controls, a type he had not used before.



### ***One scoop of sweetness***

These children got a close-up experience with VDOT equipment at a career fair at Madison Heights Elementary School in Amherst County.

### ***Lynchburg District***

District Complex: Joyce Coleman, payroll specialist, passed the Fundamentals of Payroll Certification Exam. Richard Hall, building and grounds supervisor, received his bachelor's degree in business administration from Averett University recently. John Carwile was incorrectly listed in the last edition as an employee of Chatham Residency. He is an employee of the Location and Design Section.

Amherst Residency: Wanda Station, Bryant AHQ, has been awarded a bachelor's degree in organizational management and development from Bluefield College.

### ***Salem District***

District Office: Joe Hamed and Robbie Williams have been selected to serve as the district's first two area construction engineers. Hamed will cover the district's northern construction area of Bedford, Botetourt, Craig, Franklin and Roanoke counties. Williams will manage the southern area, which includes Carroll, Floyd, Giles, Henry, Montgomery, Patrick and Pulaski counties.

Salem Residency: Mark J. Ayles moves from the district office to the residency to be a staff engineer. He will review development plans and provide technical engineering expertise for road maintenance and construction activities in Botetourt, Craig and Roanoke counties.

### ***Staunton District***

Edinburg Residency: Eric S. DeHaven has been promoted from transportation operations manager I to II.

Verona Residency: More than half of the residency's employees participated in the Governor's program to promote healthy eating and exercise, called "Virginia on the Move," earning the residency a gold award for participation. State employees who completed the lifestyle assessment last fall and an online follow-up assessment were eligible for one of three grand prize drawings. In the second-place drawing, Residency Administrator Kenny Robinson's name was drawn, providing him a prize valued at \$600.

## **18 VDOT leaders enter new program to train for executive-level posts**

Eighteen VDOT leaders have been chosen for a new leadership development program that will help prepare them to move into executive-level positions within the department.

Called the Executive Leadership Preparation (ELP) process, the pilot program will provide participants direction, structure and resources in their preparation as candidates for top leadership posts.

Concerns about the depth of VDOT's bench strength and an expected wave of retirements in the near future have made leadership development a high priority, VDOT executives say. According to a 2004 workforce analysis, 12 percent of VDOT's workers could retire at any time and 15 percent more would become eligible to retire within five years.

The first ELP participants are:

**Cris Anderson**, district business administrator, Culpeper District

**Robert (Rob) Cary**, assistant district engineer for preliminary engineering, Salem District

**Richard Caywood**, district administrator, Salem District

**Shannon Cotulla**, district location and design manager, Lynchburg District

**William Cuttler**, assistant district engineer for preliminary engineering, Northern Virginia District

**Lezlie Ellis**, district business administrator, Richmond District

**Emmett Heltzel**, assistant state location and design engineer, Central Office

**Michael (Mike) McCall**, chief appraiser, Right of Way Division, Central Office

**Kenny Robinson**, residency administrator, Staunton District

**Jeff Rogers**, environmental manager, Central Office

**Michael Russell**, district location and design engineer, Salem District

**Kenneth Shirley**, residency administrator, Fredericksburg District

**Richard Steeg**, district operations administrator, Northern Virginia District

**Milton Thacker**, residency administrator, Culpeper District

**James Utterback**, residency administrator, Culpeper District

**Brenda Waters**, public affairs manager, Bristol District

**Thomas (Tim) Wiles**, assistant district administrator, Lynchburg District

**Christopher Winstead**, acting district administrator, Richmond District

# CERT-trained employees would assist first-responders

About 30 state employees in the Capitol area complex completed a round of CERT training July 13 in a simulated tornado disaster in the General Assembly Building. Pictured treating a mock victim is Robbie Allyn, Virginia Information Technology Agency (located at VDOT) while Cathy Ward, Transportation and Mobility Planning Division, simulates an injured pregnant woman awaiting treatment of injuries. Six other VDOT employees were also participating in the training. The CERT training is specifically designed for the workplace.



*VDOTer-in-Profile*

## Safer roads?

*'Strategic' rather than 'spot' improvements and reducing motorists' speed are key, says Stephen Read*

Photo by Tom Saunders



*Stephen Read*

Stephen Read's title--safety analysis program manager--has a blandly functional ring to it. But woven into that title is a responsibility that rivets Read to his job. Safety measures, he daily reminds himself, can be the difference in motorists losing or keeping life and limb.

Safety is compelling and personal for Read. One reason is an event early in his life in New Brunswick, Canada. As he entered a safety crossing for school children, an approaching motorist, blinded by sunlight radiating off the snow, hit him and knocked him into a snow bank. His soft snowsuit and the snow bank saved him from serious injury.

Another reason is what Read has seen in his studies and travels. After finishing a civil engineering degree at the University of New Brunswick, he worked in London in the late '80s for a consultant. He designed plans for traffic calming, roundabouts and pedestrian and bicycle safety, taking note of safety techniques used in Europe for years.

Returning to Canada, to the University of Waterloo in Ontario. Read studied highway safety, particularly large truck safety, while developing statistical models for the causes of crashes.

***Read's job lets him combine his passions -- safety and statistics.***

Read joined VDOT's Northern Virginia District Planning Section in 1996, just in time to work on congestion management and safety plans for the upcoming Springfield Interchange project. When promoted to his present job in the Traffic Engineering Division in 2002, Read saw an opportunity to put his passion for safety and statistics together. His goal now is to analyze highway crash data, develop safety solutions from it, and apply those solutions statewide.

A systematic, data-driven process has launched one statewide safety program since Read came to his post in traffic engineering--the Highway Safety Corridor Program. This program identifies stretches of highways with high crash rates and imposes lower speed limits and higher fines for exceeding them.

Along with Mike Fontaine at the Research Council, Read analyzed data for interstate and primary route crashes, noting the locations where they were most frequent and severe. In cooperation with state police, they identified three interstate corridors that met criteria for signs, enforcement and crashes to begin the program. The first one was a 15-mile stretch on I-81 near Ironto to near Salem. Another one on I-95 through Richmond followed. A third is on I-95 in Prince William County.

Read wants a more data-driven look at "strategic areas," including crashes involving intersections, fixed objects, running off the road, bicycles and pedestrians, work zones, traffic access points and the visibility of traffic control devices. Partners in promoting roadway safety need to see where the high-crash locations exist to visualize the issues and the solutions, he says.

He also is promoting roadway safety assessment teams of safety-conscious engineers. They will look at existing roadways and the design and construction of projects for safety issues in the same way engineers look for greater



construction efficiency. "There is a changing of the guard at VDOT," Read says, and in light of that he wants VDOT's nationally noted safety program to seat firmly in the consciousness of new engineers.

### *Virtual Visit*

## Not your Father's Repair Shop

*- Photos by Trevor Wrayton*

**It's bright, it's clean, it's high-tech!** It's the new Northern Virginia District Equipment Maintenance-Repair Facility. Dedicated in June, this facility is impressive—and a radical contrast to the crowded and under-lighted vehicle maintenance shops VDOTers have known. Located just north of Manassas near the Prince William Parkway, the new facility comprises 40,982 feet square feet of equipment designed for new efficiencies and employees happy to have them.



*Pictured are (from left) Tommy Atkins, district equipment manager; Phil Leonard, district equipment repair manager; and Eric Woznick shop supervisor.*



*John Hagarty, technician sr., demonstrates "mobile portable lifts." Each of the four "posts" shown can hold up to 16,000 pounds. They add much flexibility to the way technicians use space in the shop.*



*Carl Abrahamson, technician sr., works with a GM Tech II in hand. The Tech II can "talk with" any computer modules in a vehicle, including the air bag, engine control system, and anti-lock braking system.*



*Chris Gallmetzer, technician sr., uses an infrared leak detector to locate leaks in the air conditioning system.*



*Rodney Corner, technician sr., does some heavy lifting, with assistance from a hydraulic engine hoist.*



*Drive-through bays are considered a real efficiency by technicians.*





*Ronnie Munda, technician sr., and his coworkers welcomed the inclusion of overhead hose racks at each bay. They contain separate hoses for oil, grease, antifreeze, automatic transmission fluid and air. No more looking for and carrying cans back and forth.*



*Allan Gray, technician sr., works with a battery system tester-analyzer that checks starting, charging and other electrical systems.*



**1921-1940**

## Post-war years marked by growth

*The Virginia Department of Transportation is celebrating its centennial next year. In honor of that anniversary, the Bulletin will feature a series of stories recognizing our contributions to Virginia and to the nation in transportation excellence.*

World War I slowed the development of the state's road system, but the "Roaring '20s" saw many more automobiles appearing on the state's roadways. The State Highway Commission's programs began to gain momentum.

In 1922, Virginia's legislators authorized the expansion of the state highway system each year by an amount of mileage equal to 2.5 percent of the original system. Nevertheless, in 1928, the General Assembly added 1,587 miles to the state system, and in 1930, another 1,587 miles. The state system had increased to 7,191 miles by decade's end--and 386,664 motor vehicles were registered in the Commonwealth.

Also in 1922, the state was divided into eight highway construction districts. Construction funds were to be distributed among them in equal shares.

With the rapid increase in the highway system nationwide, the accompanying array of directional and informational highway signs throughout states needed to be organized. In 1925, the U.S. secretary of agriculture appointed a committee to tackle the problem, and their work led to the beginning of route numbers and uniform signage. The plan provided for assigning even numbers to east-west routes and odd numbers to north-south roads.

In 1927, the Department of Highways was established as a state agency.

### ***Money's the question. The answer is...***

Since 1869, Virginia's Constitution had prohibited state debt, except in special cases. But in 1920, the Good Roads Association pushed through a referendum permitting the legislature to issue bonds to build or repair roads.

The Great Depression of the 1930s brought a need for greater department involvement in roadway development around the state. Sen. Harry F. Byrd Sr., chairman of the Virginia Senate Roads Committee, opposed bonds and urged a three-cents-a-gallon



gasoline tax to produce revenue. It became the largest, single source of revenue for road building and maintenance in Virginia.

County roads were in bad condition during the Depression years, and there was little local tax money. Consequently, the General Assembly passed the Byrd Road Act of 1932, which allowed counties to

surrender their road responsibilities to the state in an effort to reduce rural taxes. Thus, the secondary system was developed. Within a decade, the number of unimproved roads was reduced by half, and the miles of hard-surfaced roads had tripled.

In the beginning, four counties--Arlington, Warwick, Henrico and Nottoway--voted not to enter the secondary system. Today the only counties remaining outside of the state secondary system are Arlington and Henrico.

In the years following the establishment of the secondary system and during the Great Depression, the Highway Department acted as a relief agency for the unemployed in many ways. The department was forced to adopt the "stagger" system of employment to reach a greater number of those in need. It provided jobs for one force of men one week and another force the next week through the construction season. This made jobs and income available for 8,000 additional workers. This policy was in effect throughout the 1930s.

## Retrospect

World War I slowed the development of the state's road system, but the "Roaring '20s" saw many more automobiles appearing on the state's roadways. The State Highway Commission's programs began to gain momentum.

In 1922, Virginia's legislators authorized the expansion of the state highway system each year by an amount of mileage equal to 2.5 percent of the original system. Nevertheless, in 1928, the General Assembly added 1,587 miles to the state system, and in 1930, another 1,587 miles. The state system had increased to 7,191 miles by decade's end--and 386,664 motor vehicles were registered in the Commonwealth.

### *Richmond or bust!*

"On Feb. 15, 1925, I left Charlottesville in a Model T Ford to report for work with the Highway Department in Richmond. I traveled over the main roads, but even so, the trip took six hours and I had to be pulled out of two mud holes with a team."

--R. Worthington, former Rocky Mount resident engineer

### *Coming next issue of the Bulletin: VDOT's next two decades -- 1941-1960*

## Retirements

**C. C. ADKINS**, Engineering Technician III, Chatham Residency, 37 years of service;

**WILLIAM A. BARNES**, Security Officer III, Hampton Roads Bridge, 25 years of service;

**GERALD C. BLANKENSHIP**, Engineering Technician III, Location & Design, 33 years of service;

**CLAUDE C. BOWMAN**, Engineering Technician III, South Hill Residency, 22 years of service;

**PATRICIA P. CAMPBELL**, Financial Svcs Spec I, Administrative Services, 35 years of service;

**WILLARD T. CARTER**, Transport Operations Manager I, Louisa Residency, 32 years of service;

**JAMES A. CLINE**, Prog Admin Manager III, Asset Management, 44 years of service;

**STEPHEN G. CULL**, Transport Operations Manager III, Fredericksburg District Office, 26 years of service;

**HANS P. DIETRICH**, Equipmt Serv Repair Tech I, Northern Virginia District Office, 11 years of service;

**K. FLEENOR**, Transportation Operator II, Abingdon Residency, 40 years of service;

**H. FRANCE**, Transport Operations Manager I, Jonesville Residency, 40 years of service;

**WILLIAM C. GASKINS**, Engineering Technician III, Suffolk Residency, 31 years of service;

**THOMAS E. GHOLSON**, Transport Operations Manager II, Amelia Hill Residency, 43 years of service;

**WILBUR HOLLAND**, Engineering Technician III, Suffolk Residency, 35 years of service;

**MELVYN L. HOLLEMAN**, Engineering Technician II, Suffolk District Office, 9 years of service;

**HOBERT B. HOLSTEIN**, Compliance/Safety Officer IV, Employee Safety & Health, 12 years of service;

**R. E. IRVIN**, Transport Operations Manager I, Wytheville Residency, 36 years of service;

**A. G. POLLARD**, Transportation Operator II, Wytheville Residency, 36 years of service;

**BOBBY D. PULLEY**, Engineering Technician III, Richmond District Office, 41 years of service;

**THOMAS S. REED**, Admin and Office Spec III, Mobility Management, 32 years of service;

**RUSSELL O. ROSEN**, Transportation Operator II, Lynchburg District Office, 31 years of service;

**ROBERT C. SHULER**, Engineering Technician III, Verona Residency, 21 years of service;

**EARL H. TYLER**, Transport Operations Manager II, Chesterfield Residency, 25 years of service;

**BILLY G. WADDELL**, Transportation Operator II, Martinsville Residency, 18 years of service;

**JAMES E. WADE**, Transport Operations Manager I, Halifax Residency, 33 years of service;

**DENNIS M. WATSON**, Prog Admin Specialist II, Trans. & Mobility Planning, 32 years of service;

**W. W. WILLIAMS**, Engineering Technician IV, Norfolk Residency, 38 years of service.

# Obituaries

**William "Billy" Britton**, 92, former deputy commissioner and chief engineer, died July 15; retired in 1978 with 43 years of service.

**John Butler**, 46, equipment operator II, Ft. Blackmore AHQ, Jonesville Residency, died May 27; he had 25 years of service.

**David Cross**, 46, equipment operator II, Glamorgan AHQ, Wise Residency, died May 29; he had four years of service.

**Robert J. Gould**, 61, engineer sr., Transportation and Mobility Management Division, died July 15; he had 28 years of service.

**Mary C. White**, 87, clerk steno C, Chatham Residency, died June 6; retired in 1983 with 27 years of service.

*Humor--It's always close to the centerline (the heart) of VDOT*

## Retirement receptions are revealing

VDOT retirement receptions can be quite revealing. When Kenny Robinson, residency administrator in Verona, stood up to roast Don Askew at his Central Office reception recently, we learned a lot about former Deputy Commissioner Askew. Listen in on Kenny's revelations.

Askew graduated from Virginia Tech, so Robinson had some questions for him:

"How do you get a Virginia Tech graduate off your porch? Pay him for the pizza.

"How do you know if a Hokie senior has a girlfriend? There is tobacco spit on both doors of his pickup."

Then Robinson added some commentary:

"It was at Tech that Don acquired his love of the ocean. His report card always had lots and lots of C's."

Robinson continued, "Don loves to get out on his sailboat so he can think. Of course then the engineer in him takes over. The other day he was calculating how much deeper the ocean would be if there were no sponges in it."

Robinson called Jeff Southard, the former chief of policy, planning and environment who was also leaving the department, a "double danger - a lawyer and an environmentalist."

He elaborated, "Describe the difference between Mr. Askew, the engineer, and Mr. Southard, the environmentalist. An environmentalist will take a \$50 problem and come up with a \$1,000 solution that needs six months of paperwork. An engineer will fix a \$1000 problem for \$50 tomorrow if FHWA will stay out of his way. Jeff puts a 'Save the whales' bumper sticker on his car. Don bought a harpoon to put on his boat."

Photos by Al Covey



*Don Askew*



*Kenny Robinson*



The Bulletin is published bi-monthly, online at **www.VirginiaDOT.org** for active employees and in print for retirees.  
Send correspondence to: Editor, Public Affairs Office, VDOT, 1401 E. Broad Street, Richmond, VA 23219  
Telephone: (804) 786-4243

**Commissioner:** Gregory A. Whirley  
**Chief of Communications:** Lynda South  
**Editor:** Charles M. Armstrong  
**Web Coordination:** Cynthia Brown, Greg Brown  
**Art Director:** Liz Liverman  
**Photo Coordination:** Tom Saunders  
**Video Coordination:** Lenny Tierney  
**Contributing Writer:** Sande Snead

PRESORTED  
STANDARD  
U.S. POSTAGE  
RICHMOND, VA  
PERMIT NO. 1347

Virginia Department of Transportation  
Richmond, VA 23219  
Forwarding and Return Postage Guaranteed  
ADDRESS SERVICE REQUESTED